Increased.

newed interest to road riding in and about the states suburban to the District. The

name of the new organization is the Cen-

tury Cycling Club. It has just been incorporated and starts out with a charter

roll of twelve members, to many of whom

the roads for several hundred miles out

Almost every cityoin the country the size

Membership Limited.

twelve consecutive hours, the same ground

though it looks a trifle severe on the face,

is intended to keep the club close to the

the city are like so many old friends.

ing "centuries."

reviving influence on cycling, and tomorrow most of the local clubs will be seen on the road. From now on it is expected that the air will be cool enough even at midday to make bicycle riding a pleasure. There are many who hope that this will be the case at any rate, and who will be disappointed if warm weather interrupts road riding again this season.

The event of the week in eveling circles is the race meet of the Arlington Wheelmen. now in progress at the International Athletic Park. Never before has Washington had such a meet and such an entry list. For the first time in the history of local cycling have any outside riders of prominence participated in race meets held in this city. The inducements for such an attendance can be attributed only to the quality of the prizes offered in the various events. No cyclist would travel several hundred miles by train to compete in a race unless the prizes offered were something worth while possessing. The race meet today will undoubtedly go down in the history as the largest attend down in the history as the largest attended and the largest entrant list of any meet ever held in the city, and for this the Arlington Wheelmen should indeed feel proud. It now remains for some of the other clubs to break this excellent record.

Columbia Athletle Club. The Washington public will be treated to a novelty Saturday afternoon, Septem-

ber 19, when the Columbia Athletic Club will give a tournament at the C. A. C. field, corner of 17th and C streets. The tournament will embody all the features of the regular tilting tournament, with the exception that the riders will be mounted on bicycles instead of horses. The date on bicycles instead of horses. The date of the tournament and all other arrange-ments were completed at a meeting held

A committee in charge of the whole af-A committee in charge of the whole affair was appointed, consisting of Messrs. T. Cabreia, chairman: Samuel W. Stinemetz, William Gettinger, Harry Stiles, W. H. Henshaw, G. A. Fowle, L. S. Wells, Jr., Eugene M. Harmon, J. Hart Brittain and R. J. Beall, Jr. Mr. G. A. Fowle was appointed chairman of a committee having in charge the arrangements for the tournament itself, with power to appoint a full committee. The affair is very apt to prove a unique meet, as it is the first tournament on wheels ever held in this tournament on wheels ever held in this country. Instead of having three or four rings, as in the ordinary tourney, there will be nine rings, equally divided around the fifth of a mile track at the field. The urnament and all other races which will be held on that day will be open to riders from the District and all over the country. The entry blanks to the affair will be issued early next week, and scattered not only in this city, but in New York, Philadelphia, Baltimore, Hagerstown, Norfolk, Richmond and other cities, especially in the south, where tilting tournaments are so popular.

During the intervals of the riding, and before the coronation exercises, there will be a number of novel and amusing events. A barrel race will be one of the features. The heads will be knocked out of a number of barrels and stretched lengthwise on the track. In front will be placed the bicycles, while behind the barrels the riders will be stationed. At the sound of the starter's gun the riders will be gun the riders will have to crawl through the barrels,pick up and mount their wheels and ride the course. An egg and spoon race will be another novelty. The riders will each be given a spoon and an egg, holding the egg in the bowl of the spoon while riding. The winning man will be the one coming in first who has the egg still remaining in position. still remaining in position.

The most novel race of the meet will be the obstacle race, and the riders in this will have no easy time in covering the course. Immediately after the start a hurdle will be encountered, over which the riders will have to jump with their wheels. After this they will find ladders lying lengthwise on the track, over which they will have to ride, rounds and all. A solid cedar hedge eighteen inches high will have to be ridden through, and after this come three boards. balanced on logs, about a foot in diameter. The contestants will have to ride over these hoards and enjoy a see-saw on wheels. Passing this, the riders will next come across about twenty-five or thirty feet of ground covered every one or two feet with curtain poles, over which they will struggle to ride. The last obstacle will be the worst of any and take all the spurt out of the rider. the rider. A large box, the width of the track and about twelve feet long, will be built, with edges five or six inches high.

The box will be filled with sand, and through this the riders will have to struggle. The last novelty race will be termed an egg event. For each rider there will be six eggs placed in a straight road at inter-vals of three or four feet. In riding the race the contestants will have to guide their wheels so as to break every one of the six eggs with the front wheel of the

There will be two straight bleycle races. The first will be a mile event, open to club members only, for the championship of the dith. The second race will be a one-mile novice, open only to members of the club who have never before been on a track in a blcycle race. For both of these races regular C. A. C. club medals will be given. For the egg and groop race a cliver green with lar C. A. C. club medals will be given. For the egg and spoon race a silver spoon with gold lining, about twelve or fifteen inches in length, will be the prize. The other prizes have not as yet been decided upon, though a good list of valuable trophies is assured. The program for the affair will be a unique thing. It will contain high-class advertige. will contain high-class advertising, and be cut in the shape of the club's emblem. The next meeting of the committhe will be this afternoon at the club house.

Capt. Harmon has decided to resume the regular club runs, beginning with the first Sunday in September. For tomorrow an informal run will be called to Cabin John Bridge.

Arlington Wheelmen. On account of the race meet today, the Arlington Wheelmen will take a rest tomorrow from their regular run, though a majority of the members will take a trip out on the Conduit in the forenoon. A strong sentiment among the members is trying to induce Capt. Brengle to call a second run this season to Washington Grove very soon, and "they won't ride home on the train." Quite a number of the club members are entered in the races this afternoon. Capt. Brengle makes an attempt to win his novice, hile the secretary, Mr. George Rhinehardt,

while the secretary, Mr. George Runnenardt, is entered in several events. Mr. Frank Petts will ride in several of the amateur events and then turn in and join the pros.

T. N. Mudd, jr., has given up training on his little track on Capitol Hill, and now spends most of his time at International

A. H. Davidson has returned from an en-Joyable outing at Asbury Park. He carried his wheel with him, but rode home on the

Liberty Wheelmen. The Liberty Wheelmen did not take a trip last Sunday as a club, though a good many of the members took individual runs out on the Conduit and other near-by places. Some went as far as Marlboro' and

Bowle. It would have been a hard matter to convince some of them that it was Sunday if they did not take a spin on the The long-planned trip of a good many of the members to Niagara Falls was started during the week. Messrs. John J. King, Phil Brown and Jerry W. Collins left Monday evening for the trip. They took their wheels with them, though they will ride by train to the Falls. After in-specting the beauties of the place, the party rode to Toronto and other cities in the vicinity on a sighteeping resulting

party rode to Toronto and other cities in the vicinity on a sightseeing expedition. Mr. J. A Graham, another member of the club, left Thursday evening, and join-ed the party at Rochester. On the re-

The cool weather of the week has had a turn trip the cyclists will ride from Niagara to New York city, at which place they will take the train and return home. William E. Pierce, who reported the theft of his wheel while passing through Chicago en route to the Yellowstone National Park, has secured the return of his bicycle through the efforts of the police

force of the windy city. The janitor of a building, through which Mr. Pierce was shown, had the wheel locked up, suppos-ing it was "lost."

Altair Cycle Club. The Altair Cycle Club held a meeting during the week, at which considerable business of importance was transacted. President Rezin W. Darby was in the chair, with fifteen members present. It was decided to hold a watermelon run Monday evening. The entire charge of the run was left with Capt. F. Baker Weaver, who will make all arrangements Weaver, who will make all arrangements for the feast. It is expected that the club will carry out between forty and fifty members and their friends on this jolly occasion. The run will be across the Aquerocal the control of the run will be across the Aquerocal the control of the run will be across the Aquerocal the control of the run will be across the Aquerocal the run will be across the occasion. The run will be across the Aqueduct bridge to some nearby point in Virginia, Capt. Weaver keeping the exact destination a secret until the members arrive on the scene the night of the run. The application of Mr. William Clark, secretary of the International Athletic Park, was received and referred to the proper committee.

Next Thursday evening the regular club run will be held to Cabin John bridge, starting at 7:30 o'clock from 1208 32d

Eastern Athletic Club.

Watermelon runs seem to be the thing which at present is most engaging the attention of the Eastern Athletic Club. Last Sunday morning the club had a melon run to a point in the country near Suitland. the club. Friday evening the club went Another run of the same kind was made to the same place Thursday evening. Both of these runs were marked by a large attendance and proved extremely enjoyable. Capt. Fryer has called another melon run for tomorrow morning. The members will start from the club house at 9 o'clock, ride to near Suitland and proceed to devour melons as only a cyclist can. In the afternoon a cross country run will be made through the city and the surrounding coun-

The club is now preparing arrangements for a long run on Sunday, September 6, and Labor day, Monday, September 7. The run will start at 5 o'clock in the morning from the club house, on 8th street southeast, and extend to Shady Side; thence to Annapelia, over to Odenton, and thence home. A good attendance is expected on Joseph Jennings returned during the

week from a two weeks' outing spent at Capt. Fryer and Lieut. Grace took a run Wednesday to Indian Head, La Plata, T. B., Brandywine and Surrattsville, a dis-tance of about seventy miles. The two started about 9 o'clock in the morning and returned home shortly after 4 in the after-Mr. Charles J. Montgomery returned dur-

ing the week from a vacation spent at Co-Last Saturday the club held an impromp-tu road race over the Hamilton road, just back of the Government Hospital for the Insane. There were three events, which were hotly contested and witnessed only by the club members. The first race, the fat men's contest, for one mile, was between Messrs. Norris and Raab, the first named securing second place. The second race was between Messrs. Revill, Jennings, Grace and Clark, for the same distance, the men finishing in the order named. The third race was between Capt. Fryer and Lieut. Grace, the former winning after a

close struggle. Capital Bi. Club.

The run of the Capital Bi. Club tomorrow will, according to the schedule, be to Rockville, Md., starting at 9 a.m. at the club house on 15th street. It is possible that a change will be made at the last moment and the run be taken to some other place. Last Sunday the club run was to Frying Pan, a small village several miles from Herndon, Va. Seven members went out and spent a very enjoyable day, the weather being well suited for road riding. A unique run will be called for Friday night. It will be a ladies' watermelon run, giving the members of the fair sex a splendid opportunity to enjoy a regular cyclists' delight. The run will start at 7:30 o'clock, the destination not as yet being selected. Captain J. Bartlett Hills will leave Thursday morning at 11 o'clock, with his wheel, and ride to Piney Point. He expects to reach the resort sometime Friday, riding at a steady gait. He will spend four days there and return on the boat.

Columbia Heights Wheelmen.

The moonlight run to Chevy Chase lake given by the Columbia Heights Wheelmen Wednesday evening provol to be an enjoyable affair. The start was made at 6:30 o'clock, about twenty-five members being present. The party proceeded down Columbia road to Connecticut avenue extended, and followed that road to the lake. In spite of the hills and dust, good time was made. A short stop was made at the lake, and the party rode through Forest Glen to witness the tournament, and then through Sligo to 7th street road, to Brightwood, down 14th street road to the club room. The regular meeting of the club Tuesday saddle, worth \$3.75, and a luggage carrier night at 7:30 was well attended and of much interest. The report of Mr. Rans- fourth prize, respectively each valued at dell, the librarian, showed that the library was in fine condition. It was then decided that the old colors, red, black and green, could still be used. The matter of the club race was then brought up, and a committee was appointed to look it up.

Washington Road Club.

The run of the Washington Road Club for tomorrow will be to Shady Side, Md., at which it is expected a large number of the members will be present. The club will make the run in conjunction with the local League of American Wheelmen, starting at about 6 or 7 o'clock in the morning from the club room in the Hotel Arno. The club had a run last Sunday to Dawsonville, Md., and found the road rather muddy and in bad condition.

The club held its regular meeting during the week, at which a new secretary was elected. The nominations for the office were Messrs. A. H. Wall and Rudolph Jose, the latter being elected, now holding not only that position, but also filling the office

The matter of having a suitable club library was brought up, and it was decided that such would be a valuable acquisition.

Mr. C. H. Cook was selected as librarian.

As a nucleus for the future library a large

number of volumes were donated.

The entertainment committee has extended an invitation to the Arlington Wheelmen, offering them the use of their club house this evening for the purpose of distributing the prizes of the race meet which is now being run off at the International Athletic Park.

Mr. William Lose the people.

Mr. William Jose, the popular captain of the club, has just returned from a two months' business trip.

Mr. J. C. Wood returned during the week from a short sojourn to the Louisville races.

That part of the Morton Cadets known as the bicycle club have been taking a rest during the last week from the illeffects of their ride to Baltimore last Saturday night. No long rides have been inday night. No long rides have been in-dulged in except by a few of the boys who little defect is apt to be a big thing when contemplate taking a trip through the state of New York, and the run last week afforded them plenty of opportunity for getting in condition for the journey.

A party of ten of the boys, consisting of

Capt. Shilling, Privates John Chisholm, Dick Thomas, Roy Herror, Privates Dick Thomas, Roy Herron, Bunnymeiher and Balley, with their friends, Howard Fisk, Will Shell, Warwick Torbert and A. W. Piper, left the armory at 9 o'clock Saturflay evening, going by way of Bladens-burg, Hyattsville and Laurel, which they supposed to be the shortest route. The party arrived in Baltimore at 4 o'clock in the morning. The roads were found to be in a terrible condition, being very sandy and necessitating much walking. On the way over an accident, which fortunately had no bad results, happened to the captain and one of the privates, they running into a large beam, which had been placed across the road to prevent neonle from across the road to prevent people from driving into an open bridge.

Arriving at Baltimore the party went to a hotel, where they removed all traces of the journey, enjoyed a breakfast and then rode around the town, visiting the jail and Druid Hill Park. Seven of the boys started home by way of Ellicott City, leaving Baltimore at 11:30 a.m., while the other members of the roots to the contract of members of the party took a train later in the day.

After reaching Ellicott City the wrong road was taken, the boys riding sever miles out of their way toward Frederick A heavy storm overtook them at this place, detaining them for a couple of hours and putting the roads in a very bad conwere found in a somewhat better condition. It was on this stretch of the road that Captain Shilling and Howard Fisk punctured their tires, and had to make their way to town in the best manner possible, the captain reaching the city that evening about 10 o'clock and Fisk 6 o'clock the next morning. The rest of the party reached the city about 8 o'clock. In all the boys rode 103 miles. rode 103 miles.

The Six Club. The Six Club will hold a joint run tomorrow to Shady Side with the league run. Last Sunday the club took a run to Dickey's at Great Falls. On Monday evening a run was made to Del Ray, to pay a visit to Mr. George B. French, who is a member of but on the league run to Chevy Chase. Lieut. Fisher, who has been to his home in Milford, Mass., is home again and taking in all the club runs.

THE BICYCLE PATH.

Various Plans Suggested to Accompish the Undertaking.

While the local league is pushing the project of the bicycle path from the Anglers' Cub House to Great Falls, there is result successfully if dependent on funds raised among the cyclists and the cycle members. In spite of the fact that a fund has been established and contributions received, there is still a large difference between the amount of money received or so far promised and the \$10,000 which

it is calculated is necessary to construct the two miles of pathway.

The only way in which a path could be secured in short notice would be through the efforts of the wheelmen in Congress. It would not do to ask to have a cycle path built, but simply an extension in a direct line of the present Conduit road.

According to the plan suggested, but which it is benefit. It is hardly likely will be carried out, if the wheelmen raise \$5,000 Congress will be asked to appropriate the balance for the completion of the path. Still another scheme is suggested, by which consent is to be obtained from Congress to construct a path over the public property, and to erect toll gates, to collect money to pay for the cost of the improvements and the keeping of the path in good condition. If this is done there will be no trouble in getting plenty of concerns to advance mor build the path, and rely on the tolls as a repaying them for the invest-Whether Congress will permit this is something that has as yet to be ment. determined.

REACHED TWO HUNDRED.

Increase in the Local Division of the L. A. W.

The local division of the league reached the 200 mark during the week, with a fair prospect of the 300 mark being reached before the end of the year. Ten applications were sent in, making the total membership exactly 202 cyclists. A good feature of the membership is that it embraces a good many riders of the fair sex.

The last league run of the month will be held tomorrow. Shady Side, on the Chesapeake bay, will be the objective point, Road Consul A. W. Leeke having charge of the run. In order to reach the place and allow some time for rest and pleasure the run will start at 6 o'clock in the morning. During the week the second of the league runs for the month was taken to Chevy Chase. Quite a number of members and friends attended and enjoyed the ride and the place very much.

CYCLING AT ROCKVILLE.

County Fair.

A Feature of the Coming Montgomery One of the features of the Montgomery county fair, which will be held at Rockville. Md., Tuesday, September 1, will be two bicycle races, over the third of a mile track. The first race will be for two-thirds of a mile, open to residents of the District of Columbia. The prizes in regular order will be an electric lamp, valued at \$4.75; a fourth prize, respectively, each valued at \$1. The second race will be for two-thirds of a mile, open to residents of Montgom-ery county, with the first prize of a \$5 pocket kodak; second prize, \$3 sweater, and a cyclometer and combination pump for third and fourth prizes, respectively, val-ued at \$1 each. The races will commence at 2:30 o'clock in the afternoon and en-

tries close Saturday, August 29, at 11 p.m. The entrance fee is 50 cents for each event. All entries should be addressed to Mr. Jno. E. Muncaster, secretary, Norbeck, Md.

Well-Known Wheelmen. Mr. Charles H. Coons, the president of the new Century Cycle Club, left Wednesday evening for a two weeks' trip north. He will spend a good deal of his time at his old home in Rochester, N. Y.

Mr. Fred Owens returned during the week from his extended vacation, much improved in health and full of stories of his pleasure trip. William Wolcott, the local unattached rider who was to have turned professional today at the race meet of the Arlington Wheelmen, has reconsidered his determina-

tion, and will not leave the amateur class. THINGS TO REMEMBER.

Points That a Cyclist Should Bear

in Mind. Remember that while a bicycle possesses many qualities, it has no brain. That is a vacancy left for the rider to fill. See that you have sense enough to ride right. Remember it will probably save a doctor's bill and a good deal of inconvenience by going slowly around a street corner. If advice can be disregarded.

Remember it is foolish to show off your riding abilities before people on public streets. A good many people think entirely different from the way you would have

Remember that lots of trouble can be

CENTURY SYCLING CLUB.

Treasurer A. E. Weesner, it may be said that they are each and every one stayers on the road and fully competent to uphold the right of their club to the title it bears.

The true first process of the road and fully competent to uphold the right of their club to the title it bears. Interest in Road Riding Likely to Be The two first named are members of the C. A. C., while Mr. Weesner was unattached, having but recently taken up his resi-The present weekohas witnessed the formation of a new cycling organization, which is destined to create and give redence in Washington.

FOR THE FIELD MONUMENT.

Race Meet to Be Given Soon to Raise Funds.

Mr. Charles T. Cabrera will shortly give bicycle race meet for the benefit of the Eugene Field monument fund. The movement was started in Chicago, shortly after of Washington has a century club, and the newly organized club places this city on an equality with the others in this re-spect. The Century Road Club of Amerthe death of the humorist and poet, and the monument committee consists of the editors and publishers of all of the leadspect. The Century Road Club of America, with headquatters at Chicago, is to road riding what the League of American Wheelmen is to track riding. This organization has representatives in almost every city in the Union, and the new oring newspapers in Chicago. On account of the popularity of the poet the movement to raise the funds for the memorial is not limited to Chicago, but embraces the whole ccuntry. The monument, however, will be erected at Chicago.

ganization will be attached to that. New York, Philadelphia and all of the northern The eastern representative of the mon-ument fund is Clara Belle Brown of 1311 Connecticut avenue. She has been agitat-ing the movement in this city, and the cities of any size have century clubs. Coming nearer home we find a flourishing century club in Baltimore, which is known as the Maryland Century Club. Without a doubt the local club will hold joint runs with the Maryland club, and make the proposed race meet is a part of the fruits of her labors Mrs. Brown has presented run more lively and merry on such oc-casions. The century riding heretofore done by the local clubs has been very the proposition of the race meet to Mr. Cabrera, and Wednesday evening he wrote her a letter accepting her proposition. He will manage the meet and secure the glory, while the funds will be turned over spasmodic, more attention being paid to all-day runs of shorter distances. to the general monument fund. The members of the new club intend to

The members of the new club intend to put forth every effort for the promotion of long-distance road riding and touring awheel, and have already projected a number of century runs. They have under consideration at present the advisability of a double century or a 200-mile ride in twenty-four hours, the latter, however, to be deferred until the mercury quits making "centuries" No date has been selected as yet upon which to hold the meet, but most likely it will come off the latter part of next month. No course has been selected, and while the meet may be held at the Interna-tional Athletic Park, it may be at the Columbia Athletic Club field, corner 17th and C streets. This latter place may be selected on account of its location within the city limits. At the next meeting of the C. A. C. the matter will probably be brought up, and most likely the grounds The by-laws of the club limit the membership to thirty, and to be eligible for either rented or donated for the occasion Prizes for this meet have already been entrance an applicant must have ridden offered as follows: one hundred miles in the company of one Eugene Field souvenir medal, a promi-nent jeweler; stand of silk colors, by Copeor more members, within the space of

land & Co.; Winchester rifle, by M. A. Tap-pan, and a bicycle suit, by Robinson & not to be covered more than twice during

COLORED WHEELMEN.

not to be covered more than twice during the journey. The by-laws also provide that each member failing to participate in a century run when one is ordered by the club shall be subjected to a fine of two cents for each actual mile of distance covered unless he shall furnish to the Race Meet Arranged of the Hannibal Athletic Club.

executive committee suitable excuse for his non-attendance. While not definitely stated, it is contemplated to make cen-The colored wheelmen of the District are taking to the sport in earnest, and all of tury runs every fortnight, though if mem-bers desire they can make individual runs the clubs are coming out with much activity. The event of next week will be the oftener. Counting 8 run every two weeks and taking into consideration the cold weather of winter, the club can make about eighteen centuries a year.

With these provisions and restrictions it is believed none but desirable members will bicycle meet and street parade, given under the auspices of the Hannibal Athletic Club, which is anxious to perfect a national organization of colored wheelmen on lines similar to those of the League of American be enrolled, the membership kept within a limit low enough to insure harmony and Wheelmen. The meet will be a three-day affair, commencing Monday and ending successful operation, and that excellent runs will result. It is further provided that any member who fails to pay the fine im-Wednesday.

A track has been especially constructed, posed upon him within thirty days from date of his notification of same shall be dismissed from the club. This condition,

named after the club, at 2d and L streets southwest, the spot where Coxey and his army at one time encamped. The track is a short quarter of a mile, and is egg-shaped. It has a width of twenty feet, object of its organization, which could only result from peremptorily weeding out the surface is clay, and during the past week



bers as are ready and willing to participate in the runs when made. Will Not Have Club Rooms.

Like the Arlington Wheelmen, the Century Cycle Club will not engage a room or quarters in which to hold its meetings, deeming it the wisest course for the welfare of the club and the enjoyment of its members to assemble from month to month in some place or places where suitable acentertalnment, as well as sufficient privacy to insure a quiet business session. As Washington contains any number of such places, it is reasonable to suppose the gatherings and banquets of the organization will be both pleasurable and remunerative. from the standpoint of the advancement of the social relations of its members.

At the first regular meeting of the club the following officers were chosen from among the charter members: President, Charles H. Coons; vice president, Faber Stevenson; secretary, Robert S. Williams; treasurer Alvah E. Wessner; captain, Edward S. Byrnes; lieutenant, Hugh F. Gal-lagher. The charter members of the club, aside from the officers, are Samuel Barnhardt of the Queer Wheelmen, Harry W. Gore, Lewis Holmes, Arthur L. Grimes, L. Johnson Fletcher and James Makover. The membership committee consists of Capt. Byrnes, chairman, and Messrs. Gore and Barnhardt.
The uniform adopted is gray, with black

stockings and sweaters, trimmed with white, the latter carrying the marks of the club in the word "Century." President Goons.

Mr. C. H. Coons, the president of the club, although he has been a resident of Washington for only three or four years, is familiar with almost every road adjacent to the city. He is essentially a road rider, and is very enthusiastic over the successful formation of the club and its bright prospects and the general advancement of the sport it aims to promote.
"A century club is by no means a novelty

or experiment," said he, speaking to a representative of The Star. "It was, in fact, the knowledge of the widespread existence of such bodies and their general popularity which prompted us to an endeavor to place the capital city in line with others which have organization of this nature. We did not care to form a large club, whose finan-cial and general business affairs would monopolize the time and attention of the officers and committees, with the inevitable result of detracting from the objects for which the club was organized. As our limit of membership is a low one, we shall take care that none but century riders-not "concrete" century riders, but genulne, ever-ready, enthusiastic, one-hundred-mile men-are admitted. We are not, therefore putting forth any effort to persuade wheel-men to join us and thus bring our membership up to the maximum—in fact, the club discountenances any such method of procedure—and shall rigidly adhere to its idea of quality dirst and quantity afterward. We propose to have a good club, a club which will fulfill—to the letter its objects as set forth in its constitution, and if we do not make the new Century such a club, want of enthusiasm and labor will be no factor in the failure."

Cant. Byrnes.

The captain of the club, Edward S. Byrnes, has been a road rider, in the full meaning of the term, for three years or more, and has made many century runs during that time. He has never taken an active part in racing and racing matters, but as a road man has worked hard on many occasions to bring wheelmen to-gether for the purpose of making trips to various places in the adjoining states, and has always been successful, sometimes taking as many as fifty wheelmen with him on one trip. The members of the Century Club, therefore, believe they have the right man in the right place, and are confident his experience and extended acquaintance among bicyclists eminently fit him for the position to which he was elected. "Ed." is by going sicwly around a street corner. If
you have an accident policy insurance this
advice can be disregarded.

Remember it is foolish to show off your
riding abilities before people on public
streets. A good many people think entirely
different from the way you would have
them.

Remember that lots of trouble can be
Remember that lots of trouble can be

he, as well as the other club members, feels he can depend to ably fulfill the duties in-cumbent upon his office. Mr. Gallagher

ting it into condition.

The meet will open with a street parade Monday evening at 6 o'clock. The parade will form at the corner of New Hampshire avenue and T street, and the line of march will be down. will be down New Hampshire avenue to Pennsylvania avenue, thence to 3d street and south to the park. L. H. Phillips of 1031 1st street northwest has been selecte. as chief marshal, with William Washington and E. C. Minor as right and left aids, respectively. The assistant marshals are William Sedrick, James Langhorn, Lemuel Harris, Josephus Davis, D. Freeman, W. W. Dewey, W. H. Adams, C. E. Williams and Thomas Johnson.

The parade will be viewed from the bal-cony of the St. James Hotel by the judges. A special committee has been appointed to wait upon Commissioner John W. Ross, Prof. Langston and C. H. J. Taylor, the re-corder of deeds to get on the control of the con corder of deeds, to act as judges. All un-attached riders who desire to take part will report to the marshals.

report to the marshals.

The racing will commence Tuesday and close Wednesday. Six races will be run off each day, for which suitable prizes will be given. It is expected that the festivities will be participated in by riders from New Ver Philadelphia Wilmington Balti-Will be participated in by riders from New York, Philadelphia, Wilmington, Baltimore, Richmond, Alexandria, Charlotte, N. C., and Charleston, S. C. It is expected to have delegates in attendance from at least ten state. east ten states. On the evening of Monday there will be an old-fashioned watermelon feast, winding up the parade in an appro-priate style. A cake walk will take place Tuesday evening, and on Wednesday there will be foot races and a base ball match in addition to the cycle races. The officers of the club are E. N. Johnson, manager: Drummond, assistant manager, and W. H. Jackson, secretary.

THEY REPRESENT WASHINGTON. Local Riders in the Cycle Races With Baltimore.

The races between the teams representing Washington and Baltimore have attracted attention all over the country, but the auspices of the Washington Road Club. more particularly in the two cities in which the teams are recruited. The idea of the race, held on Thanksgiving day over the the teams are recruited. The idea of the intercity races, which originated with the chief consul of the Maryland division of the League of American Wheelmen, Mr. Conway W. Sams, is recognized as an excellent thing. It not only increases the rivalry between the racing men of both cities, but brings the cyclists in closer affiliation, thereby tending to elevate the sport and broaden the sphere of cycledom of both cities.

As originally contemplated, five races are to be run, two in each city, with the fifth race to be decided by a toss-up. So far only two of the races have been run off, though the third will be held next Saturday



in Baltimore. Thus far the Washington team has had the best of the matter in spite of the fact that in the first race in he can depend to ably fulfill the duties incumbent upon his office. Mr. Gallagher has been a long-distance rider for upward of two years, and has a good knowledge of the roads in the surrounding territory.

Of the other officers, Vice President Stevenson, Secretary Robert S. Williams and vensor, Secretary Robert S. William

series, donated by a Baltimore newspaper, will find a resting place in Washington for one year at least, if not longer. The Washington team is composed of

William F. Sims, perhaps better known as Billie Sims; George S. Ball and T. N. Mudd, jr. This is a trio of speedy riders, as they have proven themselves to be, not only in the last team race, but in the individual the last team race, but in the individual races in which they have entered during their racing career. A peculiar fact is that all of the men on the team are comparatively new riders, none of whom have been on the track for two whole seasons. If their speedy qualities are shown this early in their cycling career, a bright future on the track can be predicted for all of them. Of the three men on the team, Billie Sims Of the three men on the team, Billie Sims

has so far done the best work. Out of the score of twenty-six points he alone has made twelve, and if he continues at this rate Washington will have a walkover in the remaining races of the series. William F. Sims was born at Birmingham, England, in 1878. He came to this country with his parents in 1885 when only eight years of age. Since coming to this country ne has lived most of the time in this city and in Philadelphia. His cycling career began last year, when he took a position as instructor in cycle riding in Philadelphia. He would have

kept this position in that city the present year had he not been sent for to come to Washington to work, being engaged in the same occupation. Though only eighteen years of age, he is afflicted with rheumatism, which to a certain extent prevents him from training in the proper manner. It was only by accident that he started in as a racing man. Upon the request of his brother, W. Fred Sims, he rode a tandem at the opening of this season to help Fred get in condition for the track. He showed considerable speed in shoving the tan-lem and a trial was given him on a single



lot, and the result was extremely gratify-

ing to his brother and friends. The first race meet he ever entered was on May 30, when he entered the races of the Washington Road Club. He came in second in the novice, second in the mile handicap and won the one-mile District championship. His next race was on June 20, at the Morton Cadet field day, when he secured third place in the mile open, his brother and Schade finishing at the head of him. On June 27, at the race meet of of him. On June 27, at the race meet of the Pennsylvania Bicycle Club, held at Philadelphia, he came in third in the mile handicap. There were seventy entrants to this race, and only the winners of the trial heats qualified for the final. At the race meet of the Queer Wheelmen on July 4 he secured second place in the half-mile handicap, and the one-mile open. At the first intercity race neet in Baltimore he won the team race and came in second in the quarter-mile open. In the second of the intercity races, held August 18, he rode a good race and finished first. Sims is a member of the Arlington Wheelmen, and unless prevented, will ride on the club team member of the Arlington Wheelmen, and unless prevented, will ride on the club team in the races this afternoon for the club championship of the District. George S. Ball is the second man on the

team making the best showing. He has ridden in two of the races and secured third place in both, making a total of eight points scored by him for the Washington team. He is a Washington boy, born and District and enjoys an extremely large circle of acquaintances among bicyclists and others. As a wheelman he is very popular, and as a racing man has plenty of nerve and grit, sufficient to win any race. During his career on the track he has had a number of fails, but utterly disregarding these, he continues to

ride and improve in his speed. He began his racing career last year. The first race he ever entered was the race meet held under the auspices of the Wash-ington Road Club at the Eclipse Park, corner 17th and C streets. He secured first place in the mile handicap, and his success in this encouraged him to continue. The next race he entered was the twentymile road race, held in the fall of the year over the Conduit road course. There were thirty-nine entrants to the race, and he won the time prize, crossing the tape as third man, securing the prize for that position. He also secured the special prize for being the first Road Club member the tape. This road race was held under



Thomas N. Mudd, jr.

race, held on Thanksgiving day over the same course. This was the Sterling road race. He secured second time prize.

This year in the Decoration day meet of the Washington Road Club, held at International Park, he secured second place in the two-mile handicap race. At the Queer Wheelmen race meet on July 4, at the same place he came in first in the one. the same place, he came in first in the one mile handicap, and second in the third of a mile open. At the first of the series of the intercity races, he came in third, se-curing the same place in the second race, held August 18, in this city. He holds the record for the fastest mile ever ridden in the District, the time for which is 2.06 1-5. This was made in an exhibition mile given at the last intercity race, he being paced by Greer and Smith on a tandem. Ball was formerly a member of the old George town Cycle Club, but upon its disband-ment joined the Washington Road Club, of which organization he is still a member. He is one of the members of the club team, which will race for the championship of the District this evening at the

Arlington race meet.

Thomas N. Mudd, jr., the third man of the team, is a new member, and has only ridden in one race. He made an excellent showing, however, and came in second, adding five more points to the Washington score. He is a native of Prince George's county, Md., and is twenty years of age, having been born in 1876. He has been riding a wheel since the fall of 1893. His first race was October 16, 1894, which was a twenty-mile road event, held on the Conduit road, and in this race he finished second, with the handicap of 5½ minutes.

During the season of 1895 he competed in only one track event, a one mile handicap, in which he finished third. He entered in which he finished third. He entered three road races during this year, but, owing to a bad fall, failed to finish in the first one, which was held some time in August. In October of the same year he competed in the road race of the Dupont Cycle Club, and came in third, making second best time, Sims making the fastest time. On Thanksgiving day in the Sterling road race he got the time prize and broke the On Thanksgiving day in the Sterling road race he got the time prize and broke the twenty-mile District record, making the distance in 59:30 from the scratch, finishing in ninth place. In this race George S. Ball was second, finishing in 59:31. The previous record for the course was 59:36, held by C. E. Gause of the Washington Road Club. In 1895 Mudd also broke the Baltimore-Washington record

TREATMENT THAT CURES

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Doctor McCoy's treatment, that has lifted the darkness and blight of the word "liverable" from hundreds of thousands of these cases of Catarrh in the Ears, Bronchial Tubes and Lungs, works its curative action for two reasons:

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What is this treatment that cures these condi-tions once regarded incurable? By what process does it restore the discused membrane, remove the polson and relieve the soreness of discuse? Let the experience of patients cured and being cuted tell.

HOW IT CURES COMMON CATARRH.

Here is a patient taking treatment for Catarrh of the Head. He breathes the soothing medication through his nostrils, and the masal channels open up, the stuffed-up feeding in the head leaves, and he can breathe naturally through the nosa again. The dail pairs across the front of the head fade away, and the masal membrane is soothed until the influon ation and forchess are all gone. The bad odor of the breath passes away, and the lost sense of smell returns. The drapping in the throat is checked, the nose does not stay up toward night any more, the succeing and smaling lave censed, and the discharge from the nose grows less and less, and finally stops altogether. The disease has been checked and eradicated from the system before it even reached his throat. It had not been driven down into his throat, or into his lungs, or into his ears, as so often is done by other treatments.

HOW IT CURES CATARRH IN THE THROAT.

Here is another patient who had Catarrh of the Head. He caught cold after cold, and the disease spaced down into his throat. He breathes and drinks in the disease-banishing medication. It bathes the membranes of his head and throat. The soreness of the head and throat becomes less, and the desire to hawk and spit is disappearing, the sense of taste is returning and the voice again becomes soft raste is returning and the voice again becomes soft rand melodious. There is no more gagging and vomiting in the morning. No longer does every exposure to the weather result in a stuffed-up throat, that becomes sore and infamed, and no longer does he find his throat and tonguedry as clips when he wakes from an unrefreshing sleep.

HOW IT CURES CATARRH OF VOCAL CHORDS.

Here is another patient who contracted Catarrh that extended from the throat into the glottls, the gateway that opens to the windpipe and innes. The disease attacks the vocal chords, this sensitive instrument of the human voice, and soon tams its sweet tones or destroys them altegether. Here sits a lady inhading the southing preparation. She had been ten months silent, and the treatment has already restored her voice. Who can say what loy she feels in being restored to the usefulness and the pleasure of conversation?

HOW IT CURES CATARRHAL DEAF-NESS.

HOW IT CURES BRONCHIAL CATARRH.

Here is another patient who was always sensitive to the weather. He contracted entarth of the head, and it passed to his throat, then down the windpipe and into bronchial tubes. He conglid at night so that he could not sleep; there was pain behind his breast bone and under the shoulder blades. When he coughed he brought up a frotby, grayish material streaked with thood. He host ap-petite and strength. He tried cough syrups and different medicines to no avail. He now breathes n with full inspirations the restoring and soothing n edicine. The sore spots along the bronchial tubes beal, the cough ceases, the pain leaves, the appe-tite and strength return. He is again a well and

CATARRH OF THE LUNGS. Here is another pitiful case. He had all the listery of colds and catarrh, extending downward from the nose to threat, to glottis, to windpipe, to the bronchial tubes and then into the small tubes of the lungs. His cough always troubled him. He maked large quantities of vile-looking material, he had fever every afternoon and could not sleep at night. He had no appetite, and his strength and mubition falled. He had night sweats every once in a while, and feared that his end was near.

See him after four months of treatment! A new man: The healing and soothing medication has time after time sought out every nook of the discase, even to the extreme depth of the lung sells, and bathed and coated and healed the membrane. There is no more of the nasty discharges, no more cough, no more fever, no more pulm, no more night sweats. The appetite returns, and with it comes back strength and ambition. The checks fill out and regain their color. The step becomes busyant, He has been saved from a lingering but absolutely sure death. Here is another pitiful case. He had all the

That all may have an adequate and correct idea of the McCey treatment, the wonderful results of which are attracting the attention of the whole country, Doctors McCey and Cowden have generously arranged for a limited time to give to all applicants on their first visit a Trial Treatment Prec. This is purely for educational purposes. In a few years this treatment will be in general adoption by the profession, and it is the desire of its discoverers that it be seen and noted by as many people as possible in the offices of the National Practice, which Doctor McCey has instituted in Washington, at 715 13th st. n.w.

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COPIES OF DOCTOR McCOY'S MONOGRAPH ON DEAFNESS WILL BE MAILED ON APPLICATION TO THOSE DIRECTLY INTERESTED IN THE

CURF OF THIS CONDITION. first year on the track, and he has made a splendid showing. Owing to several bad falls, he is rather timid in a race, but under his present training he is rapidly over-coming this, and bids fair to be one of the fastest, if not the fastest, riders in the District. He is at present a member of the Arlington Wheelmen and also the Eastern Athletic Club. At the race meet this afterneon he is one of the team of the former club competing for the championship of the

District. AT PARK CYCLE TRACK. Race Meet to Be Given in Baltimore

Soon. The Park Cycle and Athletic Association will give a race meet next Saturday at the Park Cycle track in Baltimore. The entries to the races close this afternoon, and should be addressed to H. B. Gwynn, 724 North Gilmore street. The races will start at 4 o'clock in the afternoon and will be of more than ordinary interest, as on this occasion the third of the series of intercity races will be run off.

Outside of this race there are five events on the program, which, with the prizes, ere as follows: First race, one mile novice, prize, \$10 gold medal donated by the Centaur Cycle Club; third race, one mile professional lap race, with \$10, \$5 and \$3 as first, second and third prizes; fourth race, one mile amateur, 2:30 class, with a \$12.50 stop watch as first prize, a \$6.50 silk umbrella as second and a \$5 lamp as third prize; fifth race, two mile professional handicap, with \$10, \$8 and \$5 as first, second and third prizes; sixth race, half mile open, with \$12.50 bicycle sult, a \$10 pair of tires and a \$5 lantern as prizes. prize, \$10 gold medal donated by the Cen-

Remember it is dangerous to use iced drinks immediately after stopping from (